



Durham Comprehensive Plan

Chapter 2, Land Use Element

**Durham City-County Planning Department
Public Hearing Draft, June 24, 2004**

The Durham Comprehensive Plan

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Land Use Element



Goals
Goal 2.1, Land Uses
Goal 2.2,
Development Tiers

Durham's land is finite. How we use this land determines the number of homes and the amount of goods and services that will be available to Durham's citizens. Different strategies produce different results. This Plan proposes a flexible approach to the interaction of land uses but limits intensities and densities depending on location. The Plan balances the predicted demand for specific land uses with the need to protect our natural resources and to move towards a more efficient development pattern.

Summary of Issues

- 1. Accommodating Future Growth.** Future increases in population and employment will increase demand for land development. Housing demand will be reflected in proposals for new subdivisions, apartment complexes and adaptive reuse of older structures. Businesses will need land and buildings for retail activities, offices, personal and professional services, research and manufacturing. How Durham plans for the changing uses of land to accommodate our expected growth will significantly influence our community's future quality of life.
- 2. The Urban Growth Area.** Durham has used the Urban Growth Area (UGA) boundary as a tool to manage its physical growth. Watershed protection policies and adjacent jurisdictions represent real limits to Durham's physical expansion. Some capacity exists to expand in eastern and northwestern Durham, but that may mean the loss of some rural areas to more suburban patterns of development with attendant increases in infrastructure and service delivery costs. Balancing these growth issues will affect the lives of future residents.
- 3. Different Community Types.** Durham may find that a more complex approach better serves its growth management needs. A hybrid of growth tiers and special growth areas is being evaluated through the Unified Development Ordinance to implement Durham's Smart Growth Audit completed in 2001. Durham could build its future plans around distinct community types, such as downtown, urban neighborhoods, suburban neighborhoods, rural areas and natural resource protection areas. Defining how this system can work for Durham, which community types work best

and the specific objectives, policies and regulations that might apply to each should be a focus of the Durham Comprehensive Plan.

4. **Land Use and Alternative Transportation Modes.** The Triangle Transit Authority is proceeding with plans to construct Phase I of the Regional Rail project. Compact Neighborhoods around regional transit stations would be characterized by higher intensity and mixed land uses, exceptional pedestrian and bicycle accessibility, interconnections with local transit services, a network of urban open spaces and community design appropriate to their intensity and location. How Durham responds to this new transportation mode will shape its future.
5. **Conflicting Land Use Plans.** Durham has in the past prepared and adopted various land use plans to guide local government decisions about new development. Some small area plans are significantly out of date, having been prepared and adopted almost 15 years ago. Other small area plans remain in conflict with the general directions of the Durham 2020 Comprehensive Plan and its designation of Compact Neighborhoods. Addressing this issue of relevancy and consistency should result in a new Comprehensive Plan that represents a clear, concise and unambiguous guide for future decisions about land use and development.
6. **The Comprehensive Plan and the Unified Development Ordinance.** A community's comprehensive plan lays out the overall goals, objectives and policies that guide the growth and development of the community. Development regulations are a significant tool (one of many) for achieving aims of the Comprehensive Plan. Durham is working to update and meld its zoning, subdivision and other development-related ordinances into a Unified Development Ordinance (UDO). The UDO represents another step in improving Durham's development regulations, this time applying the principles of smart growth. How the Comprehensive Plan and the UDO work together will be critical to crafting a future for Durham that is attractive, efficient and respectful of its natural environment.

Unified Development Ordinance

The Unified Development Ordinance project is an effort to combine and integrate into a single development code the variety of different ordinances regulating development.

Goal 2.1, Land Uses

Prescribe a set of land uses that includes existing and future development, and recognizes the variety of development patterns throughout Durham.

Objective 2.1.1. General Land Uses

Establish a set of generalized land uses to encompass the distinct uses found throughout Durham.

Policy 2.1.1a. Future Land Use Map. Use the Future Land Use Map of the Durham Comprehensive Plan to guide the location and character of new development.

Policy 2.1.1b. Land Use Categories. Establish the following Land Use Categories:

- i. Natural Resource and Open Space;
- ii. Agriculture;
- iii. Residential;
- iv. Commercial;
- v. Office;
- vi. Institutional;
- vii. Research and Research Applications; and
- viii. Industrial.

Objective 2.1.2. General Residential Densities

Establish a set of residential densities to encompass the diversity of residential densities found throughout Durham.

Policy 2.1.2a. Residential Densities. Through the Unified Development Ordinance, establish and maintain densities of Residential development consistent with Table 2-1, Summary of Residential Densities.

Table 2-1, Summary of Residential Densities

Density		Tier							
		Rural	Suburban	Urban	Compact Neighborhood		Downtown		
					Support	Core	3	2	1
Rural	0.5 DU/Acre or Less	●							
Very Low	2 DU/Acre or Less	●	●						
Low	4 DU/Acre or Less		●						
Low-Medium	4-8 DU/Acre		●						
Medium	6-12 DU/Acre		●	●					
High-Medium	8-20 DU/Acre			●	●		●		
High	12-60 DU/Acre						●	●	
Very High	12-150 DU/Acre								●
Note: Achievement of these densities may require utilization of development plans and/or density bonuses for such things as provision of affordable housing or location on major transportation corridors, as further provided for in the Unified Development Ordinance.									

Policy 2.1.2b. Demand for Residential Land. In designating land for residential uses and evaluating Plan Amendments, the Governing Boards and the City-County Planning Department shall consider the demand for residential land and the capacity of the

transportation, water, and sewer systems, and other public facilities and services.

Objective 2.1.3. Nonresidential Intensity

Provide a framework to direct development in Durham in a way that creates and reinforces a range of nonresidential intensities.

Policy 2.1.3a. Height. Through the Unified Development Ordinance, establish standards for building heights by uses and tiers.

Policy 2.1.3b. Building Coverage. Through the Unified Development Ordinance, establish standards for building coverage by uses and tiers.

Objective 2.1.4. Office Development

Designate sufficient land in appropriate places for office development.

Policy 2.1.4a. Demand for Office Land. In designating land for office uses and evaluating Plan Amendments, the Governing Boards and the City-County Planning Department shall consider the demand for office land and the capacity of the transportation, water, and sewer systems, and other public facilities and services.

Policy 2.1.4b. Office Uses as Transition. Through the Future Land Use Map, utilize office space as a complement to commercial space, providing a transition between commercial and residential areas.

Objective 2.1.5. Commercial Development

Designate sufficient land in appropriate places for commercial development.

Policy 2.1.5a. Demand for Commercial Land. In designating land for commercial uses and evaluating Plan Amendments, the Governing Boards and the City-County Planning Department shall consider the demand for commercial land and the capacity of the transportation, water, and sewer systems, and other public facilities and services. In evaluating demand, consider a market area consistent with the following Table 2-2. Commercial Node Spacing.

Table 2-2, Commercial Node ~~Spacing~~ Market Area

Type	Urban Tier	Suburban Tier
Neighborhood Node	1½ Miles	3 Miles
Community Node	3 Miles	5 Mile

Policy 2.1.5b. Spacing of Commercial Development. The City-County Planning Department shall use the following standards when evaluating requests for new commercial development:

- i. Cluster commercial uses at intersections of major thoroughfares to create nodes and discourage encroachment into residential areas;
- ii. Apply the spatial separation criteria in Table 2-3. Summary of Commercial Separation Criteria to protect the function of the roadway system and avoid “strip commercial development”; and
- iii. Restrict new, isolated, mid-block commercial uses.

Table 2-3, Summary of Commercial Separation Criteria

Tier	Separation
Urban	¼ Mile
Suburban	½ Mile
Rural	1½ Miles

Policy 2.1.5c. Strip Commercial Development. Through the Future Land Use Map, discourage strip commercial development through application of the Spacing of Commercial Development Policy and requirements for access management plans on Major Thoroughfares.

Strip Commercial Development

Strip commercial development is development on lots of shallow depth with multiple curb cuts in linear patterns along major roads.

Objective 2.1.6. Industrial Development

Designate sufficient land in appropriate places for industrial development.

Policy 2.1.6a. Demand for Industrial Space. In designating land for industrial uses and evaluating Plan Amendments, the Governing Boards and the City-County Planning Department shall consider the demand for industrial land and the capacity of the transportation, water, and sewer systems, and other public facilities and services.

Policy 2.1.6b. Location of Industrial Uses. Through the Future Land Use Map, ensure that new industrial uses have direct access to Major Thoroughfares, Minor Thoroughfares, or Collector Streets to protect the character of neighborhoods.

Objective 2.1.7. Development Rights

Provide a framework to direct development in Durham.

Policy 2.1.7a. Impervious Surface Credit Transfer. Through the Unified Development Ordinance, allow and establish procedures for the transfer of impervious surface credit from a donor parcel to a receiver parcel, provided that:

- i. The donor parcel and the receiver parcel shall be within the same water supply watershed;
- ii. The impervious surface credit transfer shall not be from a donor parcel in the Protected Area to the receiver parcel in the Critical Area; and
- iii. The portion of the donor parcel which is restricted from development shall remain in a vegetated or natural state and shall be placed in a permanent conservation easement granted to the City or County, or a land trust or similar conservation-oriented nonprofit organization.

Use of this tool should allow a project to increase its impervious surface above the limits that would otherwise be required, but would not reduce the requirements to provide engineered stormwater systems for the receiver sites. (See Chapter 9, Water and Wastewater Element, Policy 9.1.4c.)

Objective 2.1.8. Compatible Infill Development

Ensure compatible infill development throughout Durham.

Policy 2.1.8a. Infill Development Standards. Through the Unified Development Ordinance, establish standards for infill development within the Urban, Compact Neighborhood, and Downtown Tiers to ensure that new development occurs in the context of the area, considering site and building design, such as lot dimensions, building dimensions, building location and orientation, parking, landscaping, and historic character (where applicable).

Policy 2.1.8b. Neighborhood Protection Overlay. Through the Unified Development Ordinance, create and implement a Neighborhood Protection Overlay to limit the flexibility of underlying zoning within existing established neighborhoods to more effectively match the design, density, intensity, and/or established character of these developed areas.

Policy 2.1.8c. Transitions to Nonresidential Uses. Ensure the maintenance of established neighborhoods in areas beginning to transition to nonresidential uses by protecting their residential design and character in architectural details as well as the location of parking.

Policy 2.1.8d. Neighborhood Involvement. Through the Unified Development Ordinance, establish procedures to ensure that neighborhoods and community groups are advised of and provided opportunities to be involved in development decisions at the earliest stages of planning and throughout the approval process.

Goal 2.2, Development Tiers

Provide a framework to direct development in Durham in a way that creates and reinforces a range of housing choices and lifestyles.

Objective 2.2.1. Tiers Established

Establish a series of development Tiers to guide growth and development in distinctive parts of the Durham community. Promote new development and redevelopment activities appropriate to each Tier by establishing policies and development regulations that recognize their distinct character.

Policy 2.2.1a. Tiers. Establish the following development Tiers to reflect a diversity of patterns of development and ensure opportunities for choice in Durham (See Map 2-1, Tiers):

- i. Rural;
- ii. Suburban;
- iii. Urban;
- iv. Compact Neighborhood; and
- v. Downtown.

Objective 2.2.2. Rural Tier

Provide sufficient land in the Rural Tier appropriately zoned for agricultural, rural residential, small-scale commercial and industrial purposes. The Rural Tier shall include land in the Durham Planning Area outside the Urban Growth Area.

Policy 2.2.2a. Rural Tier Development Focus. Ensure that new development promotes agricultural uses and single-family residential development on large lots to minimize demands for public infrastructure. Commercial areas shall be small scale and neighborhood oriented.

Policy 2.2.2b. Rural Tier Land Uses. Land uses that shall be allowed in the Rural Tier include:

- i. Natural Resource Areas and Open Space;
- ii. Agriculture, related activities;
- iii. Rural Residential, single-family development;
- iv. Institutional;
- v. Commercial, limited to neighborhood oriented uses; and
- vi. Industrial, limited to resource extraction.

Policy 2.2.2c. Rural Tier Residential Density. Through the Unified Development Ordinance, establish and maintain densities of residential development consistent with Table 2-1, Summary of Residential Densities.

Policy 2.2.2d. Rural Tier Subdivisions. Through the Unified Development Ordinance, establish and apply conservation subdivision provisions, such as conservation-by-design methods, to protect environmentally sensitive lands, preserve historic and archeological sites, protect scenic views, and conserve prime agricultural lands while encouraging more efficient use of the land.

Policy 2.2.2e. Urban Growth Area. Use the Urban Growth Area boundary to delineate the boundary between Suburban and Rural Tiers.

Policy 2.2.2f. Farmland Preservation. The Board of County Commissioners shall employ conservation easements to assist in the preservation of farmland.

- i. The Farmland Protection Board shall review all requests for conservation easements to determine if the property is prime farmland; and
- ii. Any property identified as prime farmland by the Farmland Preservation Board that is purchased by a Governing Body shall be designated Agriculture on the Future Land Use Map with a maximum development potential as a farmstead.

Policy 2.2.2g. Rural Tier Agricultural Activities. Through the Unified Development Ordinance, ensure that land use regulations allow agricultural activities by right within the Rural Tier. (See Chapter 7, Conservation and Environment Element, Policy 7.2.3f. Rural Tier Agricultural Activities.)

Policy 2.2.2h. Rural Tier Compatibility of Uses. Recognizing the potential conflicts between agricultural uses and more intense development over issues such as odors and dust, the City-County Planning Department shall consider as part of the review process the compatibility of any proposed development in the vicinity of Voluntary Agricultural Districts or lands designated for Agriculture with those agricultural uses.

Policy 2.2.2i. Rural Service Centers. Establish Rural Service Centers in the Rural Tier to provide locations for small-scale commercial uses and community services. Standards for Rural Service Centers include:

- iii. Located at intersections of Major and/or Minor Thoroughfares;
- iv. Contain two or more neighborhood-oriented uses;
- v. Maximum of 20,000 square feet of nonresidential uses per area;
- vi. Maximum size for any single establishment of 10,000 square feet; and
- vii. New, isolated, mid-block commercial uses shall be discouraged.

Policy 2.2.2j. Rural Villages. Durham shall maintain and support the rural villages of Bahama and Rougemont.

- i. Maximum Residential densities in Rural Villages shall be Residential, Very Low (2 units per acre or less);
- ii. Encourage compatible infill in both Rural Villages;
- iii. Modify Durham's watershed protection provisions through the Unified Development Ordinance to allow for limited growth through the use of a transfer of impervious surface credit to permit more impervious surface intensities in Rural Villages;
- iv. Develop plans to ensure the continued economic viability of Bahama and Rougemont; and
- v. Locate community-oriented facilities and services to enhance the vitality of Rural Villages.

Policy 2.2.2k. Cost of Community Services Study. The County Engineering Department shall prepare a cost-of-community-services study to examine the economic benefits of retaining active farming.

Policy 2.2.2l. Incompatible Zoning in the Rural Tier. The Board of County Commissioners shall initiate rezoning procedures on any property in the Rural Tier with incompatible zoning to bring those properties into compliance with the Durham Comprehensive Plan.

Objective 2.2.3. Suburban Tier

Provide sufficient land in the Suburban Tier appropriately zoned for residential, commercial, institutional, office, research/research applications, and industrial purposes. The Suburban Tier shall include all land within the Urban Growth Area that is not included in the Urban, Compact Neighborhood or Downtown Tiers.

Policy 2.2.3a. Suburban Tier Development Focus. Through the Future Land Use Map, ensure that the Suburban Tier has sufficient land to accommodate anticipated population growth and its attendant demands for housing, employment, and goods and services, including opportunities for affordable housing and recreation.

Policy 2.2.3b. Suburban Tier Land Uses. Land uses that shall be allowed in the Suburban Tier include:

- i. Natural Resource Areas and Open Space;
- ii. Agricultural;
- iii. Residential;
- iv. Institutional;
- v. Commercial;
- vi. Office;
- vii. Research/Research Application; and
- viii. Industrial.

Policy 2.2.3c. Suburban Tier Residential Density. Through the Unified Development Ordinance, establish and maintain densities of Residential development consistent with Table 2-1, Summary of Residential Densities.

Policy 2.2.3d. Suburban Tier Housing Types. Through the Unified Development Ordinance, provide for a broad variety of housing types, lot sizes and design elements to encourage diversity within communities, achieve efficient use of infrastructure, and generate a foundation of support for neighborhood centers and transit.

Policy 2.2.3e. Suburban Tier Mixed Use. Through the Unified Development Ordinance, encourage mixed uses by allowing mixed use developments where one of the uses is shown on the Future Land Use Map, except that industrial uses shall not be allowed in mixed use developments. Through the Unified Development Ordinance, provide incentives for vertical integration of residential

and nonresidential uses in order to achieve true mixed-use projects rather than the multiple use projects that typically results from only horizontal integration.

Policy 2.2.3f. Suburban Transit Support Areas. Through the Unified Development Ordinance, allow the application of the Compact Neighborhood Support Area standards in Suburban Transit Support Areas shown on the Future Land Use Map to encourage development supportive of transit. Additional Transit Support Areas shall be designated as further transit studies are completed and approved with existing Transit Support Areas re-designated to the Compact Neighborhood Tier as the locations of transit stations are established.

Policy 2.2.3g. Suburban Transit Support Area Phasing. The City-County Planning Department shall propose amendments to the Unified Development Ordinance to require that, in Suburban Transit Support Areas, developers shall phase developments in a manner which will ensure that, at build-out, minimum required densities in a transit-supportive form, shall be achieved. Phases shall be limited to the development permitted by the adequacy of the available infrastructure.

Policy 2.2.3h. Suburban Tier Open Space. Through the Unified Development Ordinance, require that new residential developments include useable open space which is appropriate to the size and nature of the development, accessible from the street and within a ½ mile walking distance from the majority of homes within the development. Open space design should use Crime Prevention Through Environmental Design (CPTED) principles, if appropriate.

Policy 2.2.3i. Suburban Tier Parking Standards. Through the Unified Development Ordinance, establish vehicle and bicycle parking standards for the Suburban Tier that requires parking spaces to meet but not exceed the needs of the development. Provide for alternative parking arrangements where appropriate because of transit services or unique site conditions. Design parking lots and landscaping considering environmental issues, such as heat and glare, aesthetics, and Crime Prevention Through Environmental Design (CPTED) principles.

Policy 2.2.3j. Suburban Tier Landscaping. Through the Unified Development Ordinance, establish standards for landscaping that emphasize preservation of tree cover and both natural and manicured visual appearance. The standards shall encourage the use of native species and water-wise landscaping to minimize the impacts of drought events on the suburban landscape. Require measures to ensure the long-term stability and survival of required landscape materials.

Policy 2.2.3k. Suburban Tier Buffers. Through the Unified Development Ordinance, establish standards for buffers that

minimize potential adverse impacts associated with differing uses by focusing on opacity and physical separation of uses.

Policy 2.2.3l. Suburban Tier Corridor Plans. The City-County Planning Department, in conjunction with the Appearance Commission, shall prepare corridor plans to improve the function and appearance of major roadways into and through Durham. Corridor plans shall recommend appropriate land uses, design standards, development controls, landscaping, signage regulation, access management strategies, public facilities capital improvements, underground utilities and/or other measures. The highest priority shall be given to the following roadway corridors.

- i. Duke Street, from I-85 to Roxboro Road;
- ii. Guess Road, from Club Boulevard to the Eno River;
- iii. Hillsborough Road, from Fulton Street to Cole Mill Road;
- iv. Roxboro Road, from Duke Street to Milton Road;
- v. NC 98, from US 70 Bypass to Lynn Road;
- vi. US 70, from NC 98 to the Wake County line;
- vii. Martin Luther King, Jr. Parkway, from University Drive to NC 55;
- viii. NC 54, from the Orange County line to the Wake County line;
- ix. NC 55, from the NC 147 to the Wake County line; and
- x. Fayetteville Street from NC 147 to Renaissance Parkway.

Policy 2.2.3m. Suburban Tier Land Use Plan Updates. The City-County Planning Department shall prepare detailed land use plan updates for the following areas, considering the capacity of infrastructure and the demand for specific land uses:

- ~~i.~~ ~~The area north of NC 54, south of Old Chapel Hill Road and between I-40 and Chapel Hill;~~
- ~~ii.~~ i. The area bounded by the Wake County line, South Miami Boulevard, T. W. Alexander Parkway, and I-40;
- ~~iii.~~ ii. The area bounded by Burdens Creek, NC 55 and South Alston Avenue;
- ~~iv.~~ iii. The area bounded by NC 147, Ellis Road, the East End Connector and the railroad;
- ~~v.~~ iv. The area along Junction Road between US 70 and Ferrell Road;
- ~~vi.~~ v. The intersection of NC 54 and NC 751 between New Hope and Third Fork Creeks;
- ~~vii.~~ vi. The area around North Carolina Central University;
- ~~viii.~~ vii. The area around Duke University; and
- ~~ix.~~ viii. The area around Durham Technical Community College.

Policy 2.2.3n. Neighborhoods in Transition. Identified neighborhoods, such as Kentington Heights, seeking an area-wide change in land use shall develop through single ownership or as a single project employing unifying design elements, roadways, and buffers.

Policy 2.2.3o. Roxboro Road Zoning Changes. The City-County Planning Department shall recommend denial of

commercial and industrial zoning changes along Roxboro Road between West Club Boulevard and Maynard Avenue.

Policy 2.2.3p. Suburban Tier Nonconforming Uses. Through the Unified Development Ordinance, establish and enforce amortization periods for nonconforming uses that contribute to visual blight and inhibit redevelopment of areas within the Suburban Tier.

Policy 2.2.3q. Suburban Tier Traditional Neighborhood Development District. The City-County Planning Department shall propose amendments to the Unified Development Ordinance to establish a Traditional Neighborhood Development District.

Objective 2.2.4. Urban Tier

Provide sufficient land in the Urban Tier appropriately zoned for residential, commercial, institutional, office and industrial purposes. The Urban Tier shall include land surrounding the Compact Neighborhoods.

Policy 2.2.4a. Urban Tier Development Focus. Ensure that new development enhances the street level experience by requiring that development within the Urban Tier have an urban form with small lot sizes and proximity of uses.

Policy 2.2.4b. Urban Tier Land Uses. Land uses that shall be allowed in the Urban Tier include:

- i. Natural Resource Areas and Open Space;
- ii. Residential;
- iii. Institutional;
- iv. Commercial;
- v. Office; and
- vi. Industrial.

Policy 2.2.4c. Urban Tier Residential Density. Establish and maintain densities of Residential development consistent with Table 2-1, Summary of Residential Densities.

Policy 2.2.4d. Urban Tier Housing Types. Provide for a variety of housing types with varying setback requirements to encourage a more urban form and efficient use of infrastructure.

Policy 2.2.4e. Urban Tier Mixed Use. Encourage Mixed Use zoning to create more “24-hour” places by permitting such developments regardless of the land use designation shown on the FLUM so as long as one of the proposed uses is designated on the FLUM. Provide incentives for vertical integration of residential and nonresidential uses in order to achieve true mixed-use projects rather than the multiple use projects that typically result from only horizontal integration.

Policy 2.2.4f. Urban Tier Build-To Lines. Establish and apply “build to” lines rather than setbacks to bring projects close to the street and encourage walkability.

Policy 2.2.4g. Urban Tier Open Space. Require that new residential developments include useable open space that is visible from the street and within a ¼ mile walking distance from the majority of homes within the development.

Policy 2.2.4h. Urban Tier Parking. Establish and apply parking provisions to direct new surface lots to the side and rear of buildings rather than to street yards to avoid creating expanses of surface parking and encourage more walkable communities.

Policy 2.2.4i. Urban Tier Landscaping. Provide standards for landscaping that result in a more formal and manicured visual appearance. Such standards shall rely less on preservation of trees and vegetation in areas where they are not visible from rights-of-way, but focus on the visual appearance of the community from the streets.

Policy 2.2.4j. Urban Tier Buffers. Establish alternative buffer standards that focus on issues, such as opacity rather than physical separation of uses, respecting the urban form in these areas.

Policy 2.2.4k. Urban Tier Nonconforming Uses. Establish amortization periods for nonconforming uses that contribute to visual blight and inhibit redevelopment.

Objective 2.2.5. Compact Neighborhood Tier

Provide sufficient land in the Compact Neighborhood Tier appropriately zoned for residential, commercial, institutional, office and industrial purposes. The Compact Neighborhood Tier shall include land surrounding the designated regional transit stations and the Stirrup Iron Creek Center, identified in the Center of the Region Enterprise (CORE) report.

Policy 2.2.5a. Compact Neighborhood Development Focus. Ensure that the Station Areas Plans enhance the street level experience and provide a mixture of goods and services near transit stations by requiring that development within the Compact Neighborhood Tier be transit-, bicycle- and pedestrian-oriented. Auto-oriented and low intensity uses shall be discouraged.

Policy 2.2.5b. Compact Neighborhood Tier Land Uses. Land uses that shall be allowed in the Compact Neighborhood Tier include:

- i. Natural Resource Areas and Open Space;
- ii. Residential;
- iii. Institutional;
- iv. Commercial;
- v. Office; and
- vi. Industrial, limited to Light Industrial uses.

Policy 2.2.5c. Compact Neighborhood Residential Density. Establish and maintain densities of Residential development consistent with Table 2-1, Summary of Residential Densities.

Policy 2.2.5d. Compact Neighborhood Housing Types.

Through the Unified Development Ordinance, provide for a variety of housing types to encourage density and the diversity within communities required to achieve efficient use of infrastructure and generate a foundation of support for neighborhood centers and transit.

Policy 2.2.5e. Compact Neighborhood Tier Mixed Use.

Encourage Mixed Use zoning regardless of the underlying land use within the Core Area in order to create alternatives to driving and create more “24-hour” places. Provide incentives for vertical integration of residential and nonresidential uses in order to achieve true mixed-use projects rather than the multiple use projects that typically result from only horizontal integration.

Policy 2.2.5f. Core Area. The Core Area, the land immediately surrounding the transit station, may extend approximately ~~1,000 feet~~ one quarter mile from the station as indicated on the Future Land Use Map.

Policy 2.2.5g. Support Area. The Support Area shall be the land in the Compact Neighborhood Tier outside of the Core Area, as indicated on the Future Land Use Map.

Policy 2.2.5h. Station Area Plans. The City-County Planning Department, in conjunction with the Triangle Transit Authority and other interested parties, shall develop or participate in the development of Station Area Plans to direct growth and redevelopment for each designated regional transit station that enhances each area’s characteristics, reflects the area’s focus, and fosters distinctive and attractive places.

Policy 2.2.5i. Compact Neighborhood Build-To Lines.

Establish and apply “build-to” lines rather than setbacks to bring projects close to the street and encourage walkability.

Policy 2.2.5j. Compact Neighborhood Tier Passenger

Terminals. Ensure that passenger terminals are a permitted use in the zoning districts in the Compact Neighborhood Tier.

Policy 2.2.5k. Compact Neighborhood Open Space.

Through the Unified Development Ordinance, establish alternative standards for open space to ensure public space in a defined setting with plazas and urban public places, as well as green spaces, located in Core Areas.

Policy 2.2.5l. Compact Neighborhood Parking.

Through the Unified Development Ordinance, establish and apply maximum parking provisions, encourage structured parking, and encourage shared parking to avoid creating expanses of surface parking and encourage more walkable communities. Develop standards for parking lots that promote safety (considering CPTED principles) and aesthetic appeal.

Policy 2.2.5m. Compact Neighborhood Tier On-Street Parking. Allow on-street parking within Core Areas where road rights-of-way can accommodate on-street parking.

Policy 2.2.5n. Compact Neighborhood Tier Buffers. Do not require buffers in the Compact Neighborhood Tier except when abutting residential development in the Suburban or Urban Tier.

Objective 2.2.6. Downtown Tier

Provide sufficient land in the Downtown Tier appropriately zoned for residential, commercial, institutional, and office purposes. The Downtown Tier shall include land surrounding the designated Downtown regional transit station.

Policy 2.2.6a. Downtown Tier Development Focus. Ensure that the Downtown Plan enhances the street level experience and provides a mixture of goods and services near transit stations by requiring that development within the Downtown Tier be transit and pedestrian oriented. Auto-oriented and low intensity uses shall be discouraged.

Policy 2.2.6b. Downtown Tier Land Uses. Land uses that shall be allowed in the Downtown Tier include:

- i. Natural Resource Areas and Open Space;
- ii. Residential;
- iii. Institutional;
- iv. Commercial; and
- v. Office.

Policy 2.2.6c. Downtown Tier Residential Density. Establish and maintain densities of Residential development consistent with Table 2-1, Summary of Residential Densities.

Policy 2.2.6d. Downtown Tier Housing Types. Provide for a variety of housing types to encourage density and the diversity within communities, achieve efficient use of infrastructure, and generate a foundation of support for neighborhood centers and transit.

Policy 2.2.6e. Downtown Development Areas. The Downtown Tier shall be subdivided into three development areas to provide for a transition of uses between Downtown and nearby neighborhoods.

Policy 2.2.6f. Downtown Station Area Plan. The City-County Planning Department, in conjunction with the Triangle Transit Authority and other interested parties, shall develop or participate in the development of a station area plan to direct growth and redevelopment for the Downtown regional transit station that enhances Downtown's characteristics, reflects its focus, and fosters distinctive and attractive places.

Policy 2.2.6g. Downtown Tier Build-To Lines. Through the Unified Development Ordinance, establish and apply "build to"

lines rather than setbacks to bring projects closer to the street and encourage walkability.

Policy 2.2.6h. Downtown Tier Passenger Terminals. Ensure that passenger terminals are a permitted use in the Zoning Districts in the Downtown Tier.

Policy 2.2.6i. Downtown Tier Open Space. Through the Unified Development Ordinance, establish alternative standards for open space to ensure public space in a defined setting with plazas and urban public places, as well as green spaces, located in Core Areas.

Policy 2.2.6j. Downtown Tier Parking. Through the Unified Development Ordinance, establish and apply maximum parking provisions, encourage structured parking and encourage shared parking to avoid creating expanses of surface parking and encourage more walkable communities. Develop standards for parking lots that promote safety (considering Crime Prevention Through Environmental Design (CPTED) principles) and aesthetic appeal.

Policy 2.2.6k. Downtown Tier Buffers. Do not require buffers except when abutting residential development in Urban Tier.

Policy 2.2.6l. Downtown Tier City-Initiated Zoning Changes. The City shall consider initiating zoning changes in the downtown area.

Land Demand Projections and the Future Land Use Map

An important Smart Growth principle embraced by the Durham Comprehensive Plan is to provide sufficient land for future needs. Future demand for residential units is based on projected size of the population and an estimate of the number of persons per household. Future demand for commercial land is based on the projected size of the population and an estimate of needed square feet per person. Future demand for office and industrial land is based on projected employment in those sectors and an estimate of needed square feet per employee. (Warehouse and non-warehouse demand is projected separately.) Projected demand for these land uses and the amount of land accommodated by the Comprehensive Plan's Future Land Use Map is shown in Table 2-4. The Map provides sufficient land for the anticipated needs.

Table 2-4, Land Demand and the Future Land Use Map

Sector	Projected Demand, 2030	Accommodated by the Future Land Use Map
Residential	167,000 Dwelling Units	210,000 Dwelling Units
Office	2,900 Acres	2,800 Acres
Commercial	5,300 Acres	6,500 Acres
Industrial	16,000 Acres	17,000 Acres

Note: Source is Durham City-County Planning Department, April 2004.





